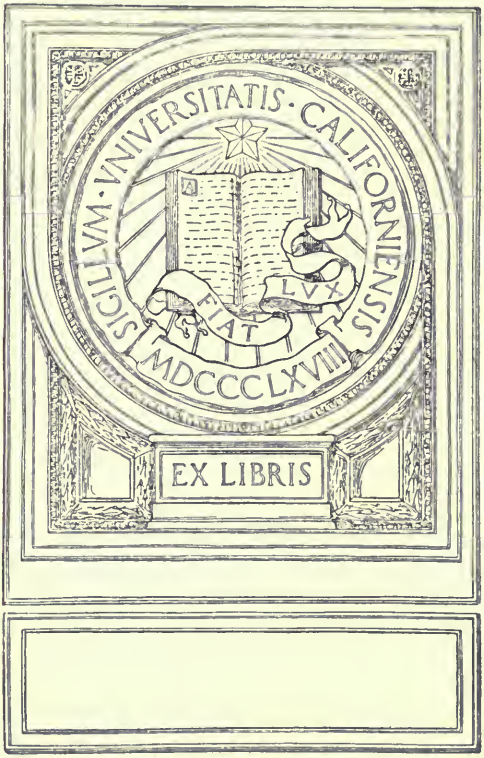

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[By Benj Tucker]

OBSERVATIONS

ON

A PAMPHLET

WHICH HAS BEEN PRIVATELY CIRCULATED,

SAID TO BE

"A CONCISE STATEMENT OF FACTS, AND THE TREATMENT EXPERIENCED BY SIR HOME POPHAM, SINCE HIS RETURN FROM THE RED SEA:"

TO WHICH IS ADDED,

A COPY OF THE REPORT

MADE BY THE

NAVY-BOARD TO THE ADMIRALTY,

ON INVESTIGATING

THE ACCOUNT OF EXPENDITURE

FOR

THE ROMNEY AND SENSIBLE,

AT CALCUTTA, IN 1801,

WHILST UNDER THE ORDERS OF SIR HOME POPHAM.

THIRD EDITION.

LONDON:
Printed for J. GINGER, No. 169, Piccadilly.

Printed by T. and T. Walter, Printing-house-yard, Blackfriars.

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OBSERVATIONS

ON

A PAMPHLET

PRIVATELY CIRCULATED BY

SIR HOME POPHAM, &c.

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IT is not leſs true than extraordinary, that the Pamphlet printed and circulated by Sir Home Popham, in Auguſt, 1803, did not fall into the hands of the Earl of St. Vincent, or any other Member of the late Board of Admiralty, until the 19th inſtant, or it would have been ſooner noticed. They had, indeed, long ſince heard, that ſuch a Pamphlet was *privately* circulated: but their utmoſt efforts to obtain a peruſal of it proved ineffectual.

The Report of the Navy Board, and the extracts, from the Boatſwain's expence book, from the ſhip's log, and from Sir Home Popham's own journal, which will be ſubjoined to his obſervations, form the beſt anſwer that can be given to his vain and oſtentatious boaſts of *economy*, *in the expenditure of ſtores*, and in the *equipment of the ſhips under his orders at Calcutta*, inſtead of BOMBAY, where, in fact, he ſhould have repaired, after he had performed the ſervice he was employed on in the Red Sea. To thoſe who are acquainted with the geography of the Eaſt Indies, the motives for his going to Calcutta will not be very

 apparent,

apparent, more eſpecially, when they are informed that BOMBAY is the depôt of ſtores for the ſhips of His Majeſty, and that the Eaſt India Company have a commodious arſenal and docks there, which are always open to the repair and equipment of the King's ſhips; whilſt at CALCUTTA, every thing of the kind is in the hands of Merchant-builders; in addition to which, let it be remembered, that the ſcene of Sir Home Popham's operations was much more *à porté* to BOMBAY than BENGAL. It is to be ſeen whether theſe motives are not explained by facts: but be that as it may, it is certain, that La Senſible, one of the ſhips of his ſquadron, on which TWENTY-THREE THOUSAND NINE HUNDRED AND FORTY-EIGHT POUNDS had been expended, in altering her from an armed tranſport to a 32-gun frigate, without any authority for ſo doing, and without the approbation, or even knowledge of the Commander in Chief, Admiral Rainier, was wrecked in her paſſage back to the Red Sea, on the reef off Point Pedro on the Iſland of Ceylon, an event which could not have happened, had Sir Home Popham gone to Bombay.

Notwithſtanding Lord St. Vincent cannot boaſt of having explored the Red Sea, he knows, and feels the full force of the Arabian Proverb, "That an arrow to ſtick in the eagle's wing, can only be an arrow made of an eagle's feather;" and, in this feeling, the pamphlet above alluded to would have been treated with ſilent contempt, could it be viewed in any other light than as one of the links of that chain of *groundleſs accuſation* and *calumny*, with which every act of the late Board of Admiralty was ſo *induſtriouſly*, but *ſecretly* ſurrounded, in order to prepare the public mind for the open attack, which was meditated againſt it.

Sir

Sir Home Popham, it appears by this pamphlet, had not the honour of being perſonally known to the late Firſt Lord of the Admiralty; nevertheleſs, he ſhould have been aware, of what might have been learnt, with very few exceptions, from every Officer of the Navy, who had ſerved in the general line of the profeſſion, that ſo far from entertaining the ſmalleſt predilection in favour of SOI-DISANTS, his Lordſhip earneſtly ſought for, and rewarded, *modeſt* merit; and that, of all men living, he was the laſt, that would for an inſtant countenance, much leſs join in *a conſpiracy*, either *againſt the public*, or againſt *any individual*. His Lordſhip's heart revolts at the idea. There is, it is true, ſome apology for Sir Home, who has ſerved but little, where the characters of any of our Admirals could have been learnt; yet, if the brilliancy of his own exploits, in teaching the midſhipmen of the Romney to obſerve the tranſit of a ſtar over the meridian, had not blinded him; if upon the *hot ſervice* which he performed in the Red Sea, he had not, as one would ſuppoſe, received a *coup-de-ſoleil*, which had affected his intellect, he might have ſaved himſelf much trouble by the recollection of an Engliſh adage, not leſs appropriate than the Arabian proverb, "That old birds are not to be caught with chaff." Any further obſervation is unneceſſary, in reply to his grievous complaints, of not having been indulged with private interviews by the Firſt Lord, and of the *Miniſtry having neglected to avail themſelves of his boaſted aſtronomical ſkill and ability to carry their plans into execution.*

Sir Home talks of envy and jealouſy having operated againſt him; ſurely he cannot mean to apply that inſinuation to either of the late Sea

Lords of the Admiralty! Of what trait in his character, of what feat, during his career in the public ſervice, can he fondly have imagined them to be jealous? Are not the public yet to be informed of theſe wondrous exploits, which would have created ſuch ſenſations? and will it not be confeſſed, at leaſt by every man who has read Sir Home's pamphlet, that, if any ſuch exploits had been achieved by him, they would have *loſt nothing in the telling?* No: whatever ſenſations may have ariſen in their breſts, Sir Home may be aſſured, neither envy nor jealouſy formed a part; a moment's reflection muſt convince him, that there is not the ſmalleſt ground for ſuch an idea; and that, in the purſuit of honour and the *public weal*, they and he have taken ſuch oppoſite paths to accompliſh the object, that he can hardly be conſidered as belonging to the ſame claſs of ſervice, or genus of character. In truth, *his* achievements and *theirs* appear to be ſo heterogene, that *his* honours and laurels, however fanciful and ornamental they may be, would not ſit eaſy on *their* brows. No: he may reſt aſſured, that they neither envy, nor are jealous of his fame, fortune, or aſtronomical ability; nay more, that they would not ſtoop to the ground to take up the brighteſt feather in his cap, nor all the variegated plumage of the Eaſt with which he is decked, or that which he may hereafter acquire in the Weſtern hemiſphere, from PAMPHLETS, COFFERS, or CATAMARANS.

Did Sir Home Popham really flatter himſelf that his ſheltering himſelf under the aſſumed reſponſibility of a *Naval Officer of his own appointment* in the Red Sea, or the more reſpectable character of Mr. Louis at Calcutta, could impoſe upon a diſcerning

cerning public, when the caſe was fairly laid before them, and it was known, that the *latter* had no other ſhare in his tranſactions than to ſell the ſtores, which *he* had ordered to be ſent to him for that purpoſe, to purchaſe ſuch as *he* demanded, and to draw the bills for his profuſe expenditure, *on all which* Mr. Louis, the Acting Naval Officer, *had a commiſſion of at leaſt five per cent.?* or was he encouraged by the ſucceſs of former ſpeculations, to provoke an expoſure of the *harlequinade* of the Captain of the Romney?

But to come to the point: bills to the amount of ſeventy-four thouſand ſix hundred and fifty-two pounds, having been drawn by the acting Naval Officer at Calcutta, for the repairing of, and ſupplies of ſtores to the Romney and Senſible *(excluſive of proviſions)*, under Sir Home's orders, within little more than twelve months from the time of their ſailing from England, compleatly fitted for India ſervice, beſides ſupplies received at the Cape of Good Hope in the paſſage out, the Admiralty, having conſtantly in view *their* ſtar, whoſe *fixed* and uniform radiance pointed only to the *good of the public*, and to *the honour of the ſervice*, notwithſtanding (as Sir Home ſeems to doubt) they never may have ſeen the latitude determined by the tranſit of a ſtar over the meridian, have ever thought it right, that whatever appertained to public accompts ſhould *face the light*. This enormous ſum of *ſeventy-four thouſand ſix hundred and fifty-two pounds*, having flaſhed acroſs them from the Eaſt, they did, moſt aſſuredly, think it their duty to order ſome *obſervations* to be taken of that *phenomenon*, and an accurate inveſtigation to be made of all the appearances of a meteor of ſuch *uncommon magnitude!*. But to deſcend from the regions of Sir

Home's favourite ſcience: was it not indecent, was it not outrageous, whilſt that inveſtigation was going on, *to his knowledge*, to preſs the Firſt Lord of the Admiralty to grant him perſonal interviews, for the purpoſe of diſcuſſion? And would it not have been indecorous, would it not have been a breach of duty to the public, on the part of the Firſt Lord, to have permitted any ſuch interview?

The official Report of the Navy Board on the tranſactions at Calcutta, (their Report on Sir Home's ſubſequent proceedings in the Red Sea not having yet been made, although ordered by the Admiralty nearly twelve months ſince,) which ſhall be ſubjoined to his Obſervations, is abundant proof, to enable the public to judge between him and the *late Board of Admiralty*; and, it is to be hoped, there is yet virtue enough left in this country, to applaud *their* vigilance and integrity, and acquit *them* of the foul charge of *conſpiracy*.

To the Right Hon. HENRY ADDINGTON,

FIRST LORD OF THE TREASURY, &c.

Sir,

"I ſolicit your attention to the ſtatement of facts contained in the following pages, which I am imperiouſly called on to lay before the Firſt Miniſter of this country, not altogether as an appeal, but to remove certain impreſſions which I hear, from unqueſtionable authority, have been induſtriouſly propagated, and may poſſibly have been brought in more direct terms before you; and this at a time when, I declare, I had not an idea or expedient unapplied *which could ſupport the honour or advance*

vance the intereſt of the country. How far my exertions in theſe different avocations were crowned with ſucceſs, will be beſt ſhewn by the teſtimonies of the Governor-General of India, and the General Officers with whom I ſerved and co-operated in the Red Sea.

" My *zealous endeavours* on all occaſions, my *thirſt for honour*, and my anxious deſire to advance the proſpects of a very large family, *while acting under the orders of different Miniſters*, and *never offering an objection* to either *ſeaſon*, *country*, or *climate*,* have, I fear, excited a degree of JEALOUSY which ſuſpends all impartial conſiderations, and may leave me a victim to the effects of its unbecoming influence.

" I have reaſon to complain, becauſe I know that evidence in poſſeſſion have been rejected; that facts have been tortured and miſrepreſented; and that the very means of information have been neglected which carry the moſt unequivocal teſtimony of the propriety of my conduct.

" I have delayed as long as poſſible to ſtate *the injuries I have ſuffered*; and however ſevere their operation may be on my mind, yet I have never ceaſed, from the moment of my return from the Red Sea, to apply myſelf moſt ſeriouſly IN ADVANCING THE VIEWS OF HIS MAJESTY'S MINISTERS†, although I cannot command intereſt to obtain employment in the direct line of my profeſſion.

" In committing theſe ſheets to the preſs, *I beg it may not be conſidered as a publication*; I have adopted this method merely becauſe I eſteem it *a more preferable mode* than manuſcript of ſubmit-

 ting

* Vive la Bagatelle!!

† Riſum teneatis, amici.

ting a few FACTS to your perusal, and to that of *such Members of the Cabinet Council* as *I claim* the honour of being known to; for if I left such insinuations to the chance of being effaced by time, I should ill deserve the commission I hold in his Majesty's service, or the patronage which I had the good fortune to obtain by *my personal exertions during the last war.*

" I have the honour to be,
" Sir,
" With profound respect,
" Your most obedient and
" Most humble servant,
" HOME POPHAM."

CONCISE STATEMENT OF FACTS,

AND THE

TREATMENT EXPERIENCED

BY

SIR HOME POPHAM,

SINCE HIS RETURN FROM THE RED SEA.

" It has hitherto been the proud characteristic of the Administration of this Country, to inspire Officers with confidence tantamount to the exigency of the service, whether applying to the strict letter of an order, or the more extensive conception of its spirit.

" Under such impressions, the Romney sailed in December 1800, with a body of troops for the Red Sea, to join the Indian army on the expedition to Egypt. It is not my intention to discuss how far this army was accessary to, or auxiliary in the final expulsion of the French from that country;

try; but to ſhew how far the influence of perſonal prejudice will operate in purſuing a ſyſtem of extraordinary illiberality, without the ſmalleſt ſhadow of public expedience, by which alone every Officer of the Crown ought to be actuated.

" Daily inſtances of outrage come to my knowledge, almoſt bordering on a conſpiracy, to debaſe the character of an individual, in a manner as clandeſtine as it is diſgraceful.

" From the converſation of one of the preſent Lords of the Admiralty with a friend of mine, before I had ſailed three months, and when he had ſcarcely been ſeated in his place at the Board, I had every thing to apprehend, and no chance of that impartial conſideration which it is his bounden duty to exerciſe on all occaſions.

" Since my return to England, I have heard, from various Gentlemen of reſpectability, that calumnious reports were circulated, in whiſpers and converſations, with the greateſt induſtry, by thoſe very perſons who ought to have checked them, and this manifeſtly with a view of making a public impreſſion againſt me.

" After ſuch conduct on the part of the Admiralty, it is natural to ſuppoſe that a ſpecific letter of diſapprobation would have been written to me immediately on my arrival in England. On the contrary, I have not had one line from the Board, on the ſubject of this ſtatement; and I ſubmit it to the conſideration of any impartial man, whether it has been uſual, or whether it be decorous, for ſo high a power (a power looked up to for protection from injuſtice) to imbibe prejudices without real cauſe, to force a degree of condemnation of my conduct, without being heard, upon the minds of perſons with whom any

any intercourſe has been held, and frequently to introduce the ſubject, when it could anſwer no other purpoſe than that of injuring my reputation?

" On the arrival of the Romney from the Red Sea, the political ſituation of the country rendered it neceſſary ſhe ſhould be retained ſome time in the Downs, on the impreſs ſervice, and then ſhe proceeded to Sheerneſs, where her ſhip's company was employed in fitting out ſhips newly commiſſioned, under a promiſe of having tickets of leave for fourteen days. This aſſurance, probably, induced the men to exert themſelves in an extraordinary degree, as can be teſtified by the Captains of different ſhips they fitted; but, on the iſſuing of the letters of marque, about the 14th of May, 1803, it was generally rumoured that no leave could be granted, and at that moment it could not reaſonably be expected.

" On the 15th (Sunday), ſome of the ſhips at Chatham, junior to the Romney, for ſhe had been the ſenior ſhip there ſince her arrival, received letters, to be communicated to the ſhip's company, ſtating, that from the peculiar circumſtances of the times, it was impoſſible to grant leave of abſence, and therefore, truſting that the men would diſplay their wonted zeal, and enter for ſome ſhip in the harbour; or otherwiſe, that they would be drafted.

" Such a letter was not delivered to the Romney till late on the evening of the 17th, and then it was too late to be read that evening; but it was done on the following morning, Wedneſday the 18th.

" On an occaſion of this kind, it is perfectly well known, that the firſt impreſſion on a ſhip's company is againſt their Captain, for not exerting himſelf

himſelf to ſtate their caſe *; as many of the men had been ſeven or eight years in the ſhip; and ſome had nine years pay due.

" Juſt as this degree of irritation was at its height, when every ſeaman ſeemed almoſt to wiſh my inſtant deſtruction †, and before reaſon could repoſſeſs their minds, I received a note from Commiſſioner Hope, deſiring me to call at his houſe, where I found Sir Wm. Rule, the Surveyor of the Navy, who, I apprehend, had travelled to Chatham in the night. They ſhewed me a warrant from the Navy Board, under Admiralty orders, commanding them to proceed on board the Romney, and examine into her ſtate, the repairs done, and make a variety of other enquiries, which I do not at this moment recollect.

" The Surveyor, Commiſſioner, Builder, Storekeeper, Maſter Attendant, and other Officers, aſſembled on board, where they remained ſome time, and then took on ſhore to the Commissioner's office, the Officers, Warrant Officers, and other people belonging to the ſhip, for the purpoſe of anſwering the intention of the warrant juſt received.

" Theſe Gentlemen immediately eſtabliſhed a Committee, or Court, and proceeded to prepare affidavits; but before they began, I thought it neceſſary

* No impreſſion of this kind could have been received by the ſhip's company, for it was notorious, that the ſituation of the country demanded their ſervices, and they well knew that the Captain had *only to obey his orders.*

† Whatever might have been their wiſhes, or the wiſhes of other ſeamen in the ſame ſituation, not a murmur was heard. The men knew too well the character and firmneſs of the man at the helm, to venture on the ſmalleſt ſymptoms of mutiny or diſobedience; and he, in return, gave them the ſame bounty as they would have received, if they had been diſcharged, and had re-entered.

ceſſary to ſtate, that I conſidered their having been on board the Romney with a public warrant, although no notification had been made to me, in the nature of a public examination, inſtituted with a view of anſwering ſome end; and that, as probably ſome charges, ariſing from this examination, might be brought forward, at a time when it would be impoſſible for me to repel them, I hoped they would allow me to be preſent during the enquiry. At firſt ſome difficulty was ſtarted, but it was at length got over, and I remained in the Committee or Court, till ſuch Officers as the Admiralty deemed it expedient to have examined were ſworn, and gave their depoſitions accordingly.

" The moſt material queſtions put in direct terms were, ' What was the ſtate of the ſhip when ſhe left England?' ' What was it when ſhe reached Calcutta?' 'Was it neceſſary to make any repairs?' and, ' Were any made but ſuch as were abſolutely neceſſary ?'

" The anſwers on oath were delivered in the moſt pointed manner: that ſhe made much water in the Britiſh Channel, and that the evil daily increaſed; that her bends were found very defective on caulking at the Cape; that ſhe made from ſix to eight feet water in an hour, during her paſſage to Calcutta; that her wales on her larboard ſide were found quite rotten; that they were forced to make many ſhifts of planks on the ſtarboard ſide, &c.*; and that no work was done to the ſhip, except

* This *great defect* in her wales, in Auguſt, 1801, muſt appear ſomewhat extraordinary, when it is known, that in 1800 ſhe had £3,580 expended on her at Sheerneſs, and ſtood the test of the caulking iron in November, only three months before the bends were found to be ſo very defective at the Cape; the Merchant-

cept what was abſolutely neceſſary to enable her to undertake any ſervice whatever. This was the principal enquiry the Committee made on the ſubject of repair. I then requeſted to put one queſtion, namely, " Whether, if the Romney had ' not received the repairs in queſtion, conſidering ' the weather we experienced, ſhe would not, in ' all probability, have gone to the bottom ?'

" This queſtion was not allowed to be anſwered, as the Surveyor conſidered it fully ſufficient to know, that the repairs which had been done were abſolutely neceſſary; and that no repairs were done but what were really wanted.

" The next object of their enquiry was, ' Whether I had given proper attention to the ſtores ' in the different departments ?' and ' Whether ' there had been any waſteful or wanton expendi- ' ture of them ?" To the firſt part the perſons examined anſwered in the affirmative; to the latter, in the negative; and to both, in the moſt explicit and unequivocal manner*.

" The Lieutenants and Maſter of the ſhip having attended in the outer room, I ſubmitted the propriety of examining them, as being men of higher rank, *better informed* †, clearer in their recollection,

chant-builders' bill for the repairs at Calcutta, does not *condeſcend* to give *particulars*, further, than ' great part of the wales and top-ſides being ſhifted.'

* Very explicit and unequivocal it muſt be confeſſed, when the Boatſwain's declaration, ' that a part of a bower-cable was *given* ' to the Merchant-builders, *becauſe it had all been expended*,' is compared with his negative to the queſtion, ' *If there had been* ' *any waſteful or wanton expenditure of ſtores ?*' The *Navy Board's Report* is alſo NOT LESS EXPLICIT AND UNEQUIVOCAL, as it relates to theſe queſtions.

† This, indeed, is corroborated by the Boatſwain's declaration, in page 33.

collection, and more respectable in their characters than Warrant Officers; but my proposition was not attended to, as it appeared, that the authority from the Admiralty only went to the depositions of the Warrant Officers*.

"I shall not make any comment on this mode of procedure, but leave those who instituted the enquiry to reflect on the possible consequences of measures so partial, so uncandid, and so unconstitutional; and beg leave to refer the transaction in toto to the opinion of the Judges, or Gentlemen possessed of a knowledge of the basis of our glorious Constitution, and particularly conversant in maritime laws.

"In civil courts, the defendant is heard as well as the plaintiff, and he is publicly acquainted with the ground on which the prosecution is taken up. In charges of high treason, the accused is furnished with a copy of his indictment, is assisted by able advocates; and the Judge, instead of propagating reports injurious to his character, feels himself bound to resist the most distant conversation on the subject, and leans, in every instance, to the most favourable construction of the case; exclusive of which, an objection may always be taken to any one of the jury originally.

"How diametrically opposite to the construction of our sacred laws has the Captain of the Romney been treated! He could scarcely obtain permission to be present at the partial examination of witnesses in this Court, in which the evidence

* All stores being in the charge of the Warrant Officers, they were the fittest persons to be examined as to their receipt and expenditure.

evidence of Warrant Officers was taken, and that of Commiſſioned Officers refuſed *.

" Can ſuch conduct tend in any manner to the maintenance of diſcipline and ſubordination, thoſe proud pillars of our naval pre-eminence;—and can any thing conduce ſo much to its total annihilation, as calling on Officers to criminate their Captain, and debaſe him in the preſence of the very people who ought to look on him with the higheſt reſpect? Nay, here is an inſtance of a ſhip been thrown almoſt into a ſtate of mutiny †; and then an indirect appeal is made to the lower Officers and men, to come forward and accuſe their Commander.

" Although it is almoſt two years ſince the repairs, ſo much exaggerated, were done to the Romney, no letter or notice of diſapprobation has ever been ſent to me on the ſubject; nor, during nearly three months that I have arrived in England, have I received any communication from the Admiralty ‡, reſpecting either the neceſſity or extent of thoſe repairs: notwithſtanding which, inſinuations, unjuſt, cruel, and ungenerous, have been propagated, apparently by the Admiralty, or its ſubordinate agents, tending to make an unfavourable impreſſion againſt my conduct, without having any other means of redreſs than by giving a ſtatement of the reports which have reached me, and ſuch

* The Captain of the Romney had certified, under his hand, that the repairs, ſtated in the Builder's bill, had been performed: this enquiry only went to prove its correctneſs, conſequently, there was no room, or ground for diſcuſſion with the Officers, who had merely to examine the work, ſaid to have been performed.

† What a caricature! *Sir Home Popham* accuſing the late Sea-Lords of the Admiralty of encouraging mutiny.

‡ The Admiralty ordered the proper Officers to examine and report on the enormous expence which had been incurred.

ſuch facts and circumſtances as I am in poſſeſſion of, to remove prejudice, and enable thoſe who are ſo diſpoſed, to form a judgment on the unprecedented treatment I have received ſince my return from the Red Sea. It may be aſked, why I have not ſeen the Firſt Lord of the Admiralty? To this I can conſcientiouſly anſwer, that I have uſed every exertion to obtain that honour. I have repeatedly called; I have preſſed my claim, through his private Secretary, and ſupported it by letters in the ſtrongeſt language I could uſe. As ſuch teſtimonies exiſt of the propriety of repairing the ſhip, and that no work was done but what was abſolutely neceſſary, and thoſe teſtimonies drawn from the very channels of the Admiralty, would it not manifeſt a clear and generous conduct, to tranſmit a copy to me, which I was originally promised by the Committee, but afterwards refuſed *? With regard to the hull of the ſhip, nothing can be more concluſive, except the depoſitions of the Warrant Officers as to my care of the ſtores †; and even, if neceſſary, I would call on every Officer in the King's ſervice, who has done me the honour of viſiting the Romney, to ſtate, whether they ever wiſhed to ſee more ſyſtem, order, or regulation, in any ſhip, than appeared on board of that which I commanded: and I know from public converſation at Chatham, that profeſſional men were of opinion, that it

* Almoſt immediately after the Navy Board had made their report, directions were given, that Sir Home Popham ſhould be furniſhed with a copy of it; and ſince that period there has been no more *ranting* on the occaſion.

† See Navy Board Report, pages 28, 29, 32, 33, 34, 35, 36, and 42, and extracts from the Boatſwain's expence-book in the Appendix.

it was impoſſible for more care to be taken of the preſervation of any ſhip than was taken of the Romney; I felt a pride in keeping her always in an efficient ſtate; and ſhe was ever ready for any ſervice at a moment's warning.

" After the circulated reports about this ſhip's repairs, I cannot avoid quoting the three different heads of it, though that is a matter with which I have no concern *. The Naval Officer eſtabliſhed at Calcutta by Admiral Rainier, who is to all intents and purpoſes, ex officio, a reſident Commiſſioner of the Navy, paid the bills, I conclude, on the vouchers being produced. To him I applied for every article of ſtores, which it was my duty to have done under every circumſtance, but more particularly on that occaſion, as the Admiral ſent a letter to me, at Calcutta, ſtating the official ſituation of that Gentleman, and ſpeaking of him in ſuch high terms of panegyric, that I ſubjoin a copy of it.

Extract from Vice Admiral RAINIER'S *Letter, to Sir* HOME POPHAM, *K. M.*

" I ſhall be greatly obliged to you for a copy of your ingenious telegraph ſignals †, when opportunity offers of ſending them to me. The late Rear Admiral Blanket, whoſe death I ſincerely deplore, was an excellent judge of ſuch inventions and improvements.

C " Mr.

* Perhaps there is *ſcarce an* Officer in the King's ſervice that would not have felt a *lively concern* in ſuch a repair, where the public purſe was to be thrown open to intereſted individuals.

† Vive la bagatelle toujours ! ! Why introduce theſe *ingenious telegraph ſignals*, when *an extract* only of the Admiral's letter is given, in order to explain *the ſituation of Mr. Louis?*

" Mr. Matthew Louis, Deputy Naval Officer at Calcutta, is brother to Captain Thomas Louis, one of the heroes of the Nile, and every way a deſerving character, which was my ſole motive for procuring that ſituation for him; and he really appears to be an active well-informed perſon."

The following is the extract from the Carpenter's bill for repairs, alluded to in the preceding page:—

	Rupees.	*£. Sterl.*
" The head for planks, timber-wood of different deſcriptions, iron, copper-bolts, copper for three ſheets round the ſhip, &c. &c. &c. about	30,000	=3,750
" Labour of Europeans and black workmen, caulking inſide and out, and all the repairing abaft	15,000	=1,825
" The hire of veſſels to receive the people, of budgerows and boats to carry the ſtores and bring anchors and cables over, &c. &c. &c.	15,000	=1,825

" To this the builders always add a per centage, as is the cuſtom of the place, and generally known; in ſhort, the whole was 71,000 rupees, ſcarce 9,000l. ſterling *.

" Theſe

* Scarce nine thouſand pounds ſterling! INDEED!! *only nine thouſand pounds.* Why, Sir Home, the Romney, when new, coſt ſcarce twenty-two thouſand pounds; and for this *trifling ſum* of nine thouſand pounds, what was done? On examining the particulars of the Carpenter's bill, which is in the Appendix, you will not find that a ſingle *timber*, *beam*, or *knee* was ſhifted, nor *any other work* done, that could be denominated repair, except the ſhifting ſome planks of her wales and top-ſides. The repairs and ſtores of the Senſible and Romney, in one year, it appears, coſt ſcarce *ſeventy-five thouſand pounds*—a *mere trifle* to be ſure; nevertheleſs, let it be remembered, that the Navy of England, at that

" Theſe were the repairs which have been ſtated to be ſo enormous; but in doing which, as I already obſerved, I was in no-wiſe perſonally intereſted, further than as every Officer ſhould be for the benefit of the ſhip he commands, and for the preſervation of the lives of his Majeſty's uſeful ſubjects committed to his care *.

" Were it not from an apprehenſion of calling in queſtion the acts of my brother Officers, it would be highly ſatisfactory to me, that a contraſt ſhould be made with other ſhips, by the reſult of which, I have no doubt, it would be found, that thoſe repaired at Calcutta, exceed by one fourth, to one half, what the Romney coſt without being in ſo ſerviceable a ſtate as that ſhip was on her arrival in England.—Vide Oiſſeau, Heroine, La Forte, &c †.

" Although I was confident that any Lord of the Admiralty, Secretary, or Commiſſioner of the Navy, might adminiſter oaths on ſubjects relating

that rate, would coſt full TWENTY MILLIONS PER ANNUM for *repairs* and *ſtores* only, excluſive of wages, proviſions, and ordnance ſtores!!! SCARCE NINE THOUSAND POUNDS!! When the preſſure of the taxes in this country is ſo ſeverely felt by *all ranks*, it is a matter of deep regret, that thouſands *can be* at ſuch diſpoſal. and *ſo lightly treated.*

* All good Officers ſhould, and do feel intereſted, that juſtice ſhould be done to the public; and it more particularly behoves them to be *circumſpect* in *their demands* and *expenditure*, where ſtores are purchaſed by an individual whoſe profits depend *on a per centage on his expenditure*, as was the caſe with the *Acting* Naval Officer at Calcutta.

† Admitting what you ſay to be the fact, it proves nothing, unleſs you can ſhew that theſe ſhips had not more work done to them than was done to the Romney; and even if you ſhould prove that, by what maxim or law is one unwarrantable, or profligate deed, to be juſtified, by the precedent of another having been ſuffered to paſs with impunity?

to the King's treaſures or ſtores, yet I conſidered the whole conduct of the Admiralty in this affair to be ſo ungracious and ſo unconſtitutional *, taking that word in its liberal conſtruction, that I determined to ſolicit the opinion of Counſel, on the beſt mode of bringing the points at iſſue to an immediate and impartial diſcuſſion; for after what I have heard, and from a letter which I have received, and which I may poſſibly be induced to ſubjoin, it appears to me, that every action has been dictated by a ſpirit of perſonal prejudice.

" It would certainly have been equally decorous, and have manifeſted a due regard for the character of an individual, had the Admiralty directed the following or ſimilar queſtions to have been aſked of the Captains and Lieutenants of the ſhips which ſerved in the Red Sea :—

" What was the general conduct of Sir Home Popham, in the Red Sea?

" Did he appear to you to keep his ſhip in ſo perfect a ſtate, as to be ready for ſervice of any deſcription at a moment's warning?

" Did he ever appear to you to make any wanton or unneceſſary expenditure of the ſtores?

" Did he ever appear to you to make any repairs, at any one time, that were not abſolutely neceſſary?

" Did you ever hear, ſee, or underſtand, that any one act of his, either in the interior diſcipline of

* Very *ungracious* certainly, in preſuming to enquire into *your* conduct: but what will you ſay, Sir Home, to that *vile Report of the Navy Board*, which FULLY JUSTIFIES all theſe *ungracious proceedings?* Very *unconſtitutional* truly, to enquire *how the public money had been expended!!*

of the ſhip he commanded, or in his general conduct, as Commanding Officer of the Red Sea, was, in the moſt trifling degree, impeachable ?

" If I might be allowed to put any queſtion, I ſhould aſk,

" Whether they ever ſaw a ſhip in every point of view better anſwering the deſcription of a man of war than the Romney, as to her interior diſcipline, regularity, healthineſs, and ſubordination, both of officers and men ?

" *The preceding narrative is ſubmitted to the conſideration of Mr.* ————, *who is requeſted to ſtate, in the moſt unreſerved manner, what the Captain of the Romney ought to do. He is very anxious, if it be poſſible and conſiſtent, to bring this treatment to an open diſcuſſion in ſome Court, eſpecially if an action of conſpiracy will lie.*

OPINION.

" I have peruſed, with all the attention I am maſter of, the foregoing very intereſting narrative, or ſtatement of facts ; and although they can leave no doubt in my mind, as to there having been much undue, unworthy, and a moſt unprofeſſional ſpirit of perſonal oppreſſion, by men to whom the Crown has confided power, yet I feel conſiderable difficulty in adviſing the meaſures which ought to be adopted by the oppreſſed party ; becauſe to act, and not with effect, would only expoſe him to further aggreſſion. At preſent the aggreſſors muſt feel themſelves hurt and diſappointed to the utmoſt, upon finding theſe ſchemes of malevolence injured, and their expectations diſappointed, by the integrity, the judgement, and officer-like conduct of the party againſt whom their arrows were directed;

directed; and if they cannot be attacked with effect, we ſhould conſider whether it may not be more prudent to leave them in their preſent ſtate of diſappointment and chagrin, rather than by making a fruitleſs attempt, expoſe our feeble efforts to their deriſion.

" Our laws, notwithſtanding their boaſted excellence, are, nevertheleſs, grievouſly defective in many moſt eſſential points: great oppreſſion and injuſtice may be practiſed; a man's peace of mind may be deſtroyed, his character blaſted, his fortune ruined; and yet, unleſs the conduct of the aggreſſor be of ſuch a peculiar nature as to bring it within ſome ſtatute, and be againſt ſome poſitive rule of common law, it would be in vain for the injured party to apply for protection to the tribunal of his country.

" I am clearly of opinion, that no action at law would lie againſt Sir William Rule and the reſt who degraded themſelves in the diſgraceful ſcene mentioned in the foregoing narrative, on the grounds of forming a conſpiracy againſt the Captain of the Romney.

" I underſtand theſe Gentlemen are not any of them Commiſſioners acting under the late Naval Abuſe Act; and, therefore, I have not ſent for that Act; and I am not exactly adviſed as to the nature of the conſtitution of the Navy Board, and their powers; but by 1 Geo. I. cap. 25. ſec. 9, I find, that not only the Lords Commiſſioners of the Admiralty, but the Commiſſioners of the Navy, have the power to act as Magiſtrates, and to adminiſter oaths in caſes relating to the receiving, keeping, and iſſuing any victuals, ſtores, or proviſions of his Majeſty's Navy, or in any other matter relating to the Navy; and by the 10th ſect. the Treaſurer, Comptroller,

troller, Surveyor, Clerk of the Acts, or any one or more of them, are impowered to exercise the powers of that Act in all places.

" Under the circumstances of the case, though a case of considerable hardship, I am not prepared to say, that the ungracious acts done under the direction of the Admiralty in this case, are such as can be termed wholly illegal; or that their informality is so material and tangible as to furnish the Captain of the Romney any remedy at law; and therefore I would confine the use of narrative to removing the prejudices which the Acts in question are calculated to produce, by putting it into the hands of such friends in power as, by their influence, and from their zeal for the injured party, may be disposed to prevent the further evil effects of the latent discussions and insidious insinuations, so justly complained of throughout the narrative *."

[Here follow copies of the letters which he wrote to Lord St. Vincent, in order to obtain an interview, and of several letters to and from Marquis Wellesley, &c. on the subject of his diplomatic exertions, &c. &c.]

We now come to that excellent maxim of our laws AUDI ALTERAM PARTEM, entreating Sir Home's pardon for borrowing these words from his Pamphlet: How far his diplomatic arrangements will stand the test of investigation, the Government of India alone can determine; at present we shall

 only

* This elegant composition needs no comment; if the learned Gentleman from whom it came is possessed of any honourable feelings, the compunction of his own mind, after having read the Report of the Navy Board, will be the severest rebuke that he can receive.

It is to be lamented, that Sir Home did not favour the public with the name of this Gentleman, who could go so far out of the way of his profession, to traduce the Board of Admiralty, and arraign its conduct upon a partial statement of facts, the accuracy of which should have been doubted, from the asperity with which they were related.

only conſider his conduct as Captain of the Romney, contraſting it with his aſſertions, "that he took every care of" the King's ſtores, and never made any wanton or "unneceſſary expenditure of them;" and

"Mark now, how a plain tale *ſhall put* HIM down."

To WILLIAM MARSDEN, Eſq.

"SIR, *Navy Board, 20th February*, 1804.

"IN obedience to the directions of the Right Honourable the Lords Commissioners of the Admiralty, ſignified in Sir Evan Nepean's Letter of the 16th May, 1803, Sir William Rule, one of the Surveyors of the Navy, proceeded to Chatham, with directions to take to his aſſiſtance the Officers of the Dock-yard at that place, and make a very minute inſpection of his Majesty's ſhip the Romney, for the purpoſe of aſcertaining 'the nature and extent of the ſeveral works per-'formed on that ſhip in the Eaſt Indies, for which 'the very large ſums of money * drawn by Mr. 'Louis, on this Board, by order of Sir Home Pop-'ham, were paid; to examine on oath the Warrant 'Officers, as to the actual ſtate of that ſhip when 'the works were undertaken; and to make a full 'and circumſtantial report of the nature of the re-'pairs performed on the ſaid ſhip, diſtinguiſhing 'the value of the materials from the labour, as alſo of 'the ſtores and furniture purchaſed for the ſaid ſhip.'

"Sir Evan Nepean having, in his letter of the 17th May, ſignified, that as, from the duties required of the Surveyors of the Navy under the preſent circumſtances, the continuance of Sir William

* Bills on account of the Romney and Senſible for repairs and ſtores, amounted to 533,235 ſicca rupees, or £.71,098 ſterling, to which add £.3,554 18*s.* charged as commiſſion thereon by the acting Naval Officer, Mr. Louis.

William Rule at Chatham, during the whole of the time which may be required for the examination of the Romney, might be attended with inconvenience to his Majeſty's ſervice, we were to order him, after paſſing one day at Chatham, and inſtructing the Officers as to the manner of conducting themſelves in reſpect to the ſaid ſurvey and examination, to return to town. Sir William accordingly returned to town the next day; and as he was ſhortly afterwards ordered to proceed to Riga, his name is not affixed to the report containing the result of the examination of the Commiſſioner and Officers at Chatham, which we forwarded to Sir Evan Nepean on the 5th July, together with copies of the ſeveral papers therein referred to, and of the original vouchers tranſmitted by Mr. Louis, for the expence incurred on the ſhip in the Eaſt Indies.

" Sir Evan Nepean having further ſignified to us in his Letter of the 3d July, their Lordſhips' directions, to let them know what ſums of money were drawn from Bengal on account of the ſhips under the orders of Sir Home Popham, and for what purpoſes thoſe ſums appear to have been drawn, giving their Lordſhips all the information on this ſubject which the documents in this office may enable us to afford; we encloſe, agreeably to thoſe directions, an account of the expenditure of eighty thouſand eight hundred and thirty-three pounds five ſhillings and four-pence ſterling (B. 1.), being the amount of the ſums drawn by Mr. Louis, late acting Naval Officer at Calcutta, for the ſhips under the orders of Sir Home Popham, diſtinguiſhing the different heads under which the ſame has been diſburſed, and offering ſuch obſervations upon each head of expenditure, as ariſe out of the examination of the documents in this office.

" In

" In obedience to their Lordſhips' directions, ſignified by Sir Evan's Letter of the 24th September, 1803, we alſo encloſe a ſtatement of the *irregularities* which appear upon the muſter-books of his Majeſty's ſhip Romney, ending 2d June, 1803, when ſhe was paid off (B. 2.); and their Lordſhips having directed us, by Sir Evan Nepean's Letter of the 30th December, 1803, to ſtate every circumſtance reſpecting the repairs both of the Senſible and Romney, and alſo the expenditure and ſupply of ſtores on board of thoſe ſhips, that have come to our knowledge during the inveſtigation of the Surveyor of the Navy and the Commiſſioners and Officers at Chatham, or from any other enquiries or examinations that have taken place in conſequence of their Lordſhips' directions, we requeſt you will pleaſe to ſtate to their Lordſhips as follows:—

ROMNEY.

" The bills for the purchaſe of the ſtores for refitting, present uſe, in lieu, and ſea ſtore, have been referred to the Officers of Deptford-yard, to report their opinion thereon, and to ſtate wherein the quantities of the reſpective articles have exceeded the proper proportion for the several purpoſes for which they were demanded; and their Report (No. 1.), is annexed.

" The Boatſwain's and Carpenter's ſtores purchaſed at Calcutta appear to exceed the allowed proportion for a 50 gun ſhip for foreign ſervice, the quantity stated in account (No. 2), the value of which, at Calcutta prices, amounts to*

" The

* To the amount of 8014 rupees, or £.1068 10s. 8d.

" The exceſs, in her ſails, as well in the eſtabliſhed number, as in the quantity of canvas for making them, is ſtated in No. 3 *: With reſpect to the obſervations made by the Deptford Officers on the ſupply of anchors and cables at Calcutta †, we have to obſerve that, of *four* anchors returned (one of which was put on board on her arrival in the Downs), *three* were marked with the King's mark; and, of the *eight* cables returned (one of which was alſo put on board on her arrival in the Downs), *five* proved to have been made in the King's yards, and the other three had been cut up in Chatham-yard, and remanufactured before the enquiry took place.

" To theſe reports we have to add, that *the Romney was completed in her ſtores to a twelvemonth's proportion in November* 1800; and notwithſtanding ſhe was ſupplied at the Cape of Good Hope in February 1801, with the ſtores as per account, No. 4 ‡, it appears that ſtores to the amount

* To the amount of 4607 rupees, or £.614 5*s*. 4*d*.

† Four anchors of 49 cwt. are allowed to 50-gun ſhips, and one bower and 1 coaſting, in addition for the Eaſt Indies. 'It 'ſeems extraordinary to want *nearly the whole* of them at one 'time.'

'Eight cables and 1 coaſting are allowed to 50-gun ſhips.

'Five cables appear to have been ſupplied at this time.

'Deptford Officers.'

‡

Canvas, new	667	yards.
——— old	82	
Rope of different ſizes	1823	fathoms.
Fore-top-ſail	1	
——— Gallant-ſail	1	
Main-top-gallant-ſails	2	
——— Royal	1	
Spare top-maſts	2	
——— Sail-yards	1	
——— Gallant-maſts	2	
Jib-boom	1	

And a variety of other articles.

amount of ELEVEN THOUSAND SIX HUNDRED AND SIX POUNDS, per vouchers, Nos. 2, 5, 6, and 9, were purchaſed for her at Calcutta, in November and December 1801, which *exceed* in quantity a *twelvemonth's proportion*, to the amount, at the Calcutta prices, of ONE THOUSAND SIX HUNDRED AND EIGHTY-TWO POUNDS SEVENTEEN SHILLINGS AND TEN-PENCE, as ſtated in Accounts, Nos. 2 and 3, beſides the ſtores in lieu, which coſt *two thouſand three hundred pounds*, per vouchers, Nos. 3 and 7, and the ſtores under the head of preſent uſe, and for refitting the ſhip, amount to £.346, as per Vouchers, Nos. 4 and 8.

" On examining the accounts, WE have been forcibly ſtruck with the following circumſtances, *independent of the Deptford Officer's report and obſervations*: namely, on the 1st October, 1801, FORTY HUNDRED WEIGHT of junk is ſtated to have been purchaſed *to make ſpun-yarn, and* SIX HUNDRED WEIGHT *for the uſe of the carpenter*, notwithſtanding it appears, by Mr. Louis's account of Sales (Nos. 14 and 15), FOUR CABLES, TWO MESSENGERS, and TEN LOTS *of running rigging* were ſent on ſhore to Mr. Louis, and ſhe appears to have been ſupplied with SIX THOUSAND FOUR HUNDRED fathoms of new rope of various ſizes, in lieu, and to replace the ſaid rigging; and it alſo appears that, in order to account for the price charged (3*s.* 8*d.* PER YARD) for the new canvas purchaſed to make ſails (including eight for the large cutter) the *making*, the *bolt rope*, the *marline*, the *ſpun-yarn*, the *points*, the *robins*, &c. are comprehended, for which purpoſes the condemned cables and rigging OUGHT *to have been applied*, and that *at leaſt*

SOME

SOME of the POINTS, ROBINS, &c. from the old ſails, *might have been uſed again.*

" Notwithſtanding ſails *of every deſcription* are purchaſed at Calcutta, in ſome inſtances *exceeding* even a proportion allowed for the ſtation on which ſhe was employed, as is more particularly pointed out in account No. 3 *), and, conſequently, ALL the ſails ſtated in Mr. Louis's account of ſales, (No. 14), *remaining on the Boatſwain's charge* for converſion, before they were ſent on ſhore to Mr. Louis, we find *one hundred yards of* OLD CANVAS were then *purchaſed* for the uſe of the Boatſwain, and *fifty yards* of OLD and *fifty yards* of HALF-WORN CANVAS, for the uſe of the Carpenter. The 100 yards of old canvas just mentioned, appear in the demand ſigned by the *Captain*, *Maſter*, and *Boatſwain*; and the Boatſwain has given *a receipt* for the ſame, in Voucher No. 4, the latter, however, ſpeaking only from memory, and a conſiderable diſtance of time, declared on oath at Chatham, before Sir William Rule and Commiſſioner Hope, (a copy of which affidavit was ſent to Sir Evan Nepean, with our letter of 5th July laſt), that he had neither *demanded* nor had he *been ſupplied with* ANY *worn canvas* at Calcutta. Independently of a quarter-deck awning, which, by the expence book appears to have been made on the 18th June, 1801, of 200 yards, of No. 3, with a curtain for the same, from 84 yards of No. 6, and a poop awning, on the 6th Auguſt, of 130 yards of new canvas, No. 5, we find purchaſed at Calcutta, in November 1801, (voucher No. 2), of new European canvas,

1 ſet

* In all *three thouſand three hundred and ſixty-five* yards.

1 set of awnings of . .	841 yards
Besides a quarter-deck and poop awning of . . .	320
1 awning for launch .	70
2 ——— large cutter	120
1 ——— ſmall cutter	40
42 *ſand bags* . .	42
120 *boats fenders* . .	80
Total	1513

at 3*s.* 8*d.* per yard, which is THE SAME PRICE as is charged for the *ſails complete*, with *bolt rope*, *points*, &c. as before ſtated, SEVENTY-THREE POUNDS *is alſo charged for a* SMOKE-SAIL*!!! The Boatſwain had ſix awnings on board; when his remains were ſurveyed there were alſo purchaſed

For awning curtains - - -	233 yards
For wind-ſails - - - -	316
For hammock-cloths, in two ſets,	1509
	2058 yards

at 3*s.* 4*d.* per yard; and moreover, 524 yards of canvas in 350 *ſmall portmanteaus*, and 963 yards in 352 LARGE PORTMANTEAUS, at 3*s.* 4*d.* per yard, the application or uſe of which *we are at a loſs to gueſs*, as it appears by the Boatſwain's remains, taken at Sheerneſs, in November, 1800, that there were then 289 havreſacks for her men's clothes remaining on his charge, and we conclude that the men on board were then amply ſupplied, from no more having been demanded when her ſtores were completed for foreign ſervice; beſides which, we find eight bolts of European canvas charged in the

* About ſix yards ſquare, to be hoiſted when the ſhip was at anchor, and riding head to wind, to prevent the ſmoke of the galley from blowing aft on the quarter-deck, and is uſually made of any old canvas.

the Ship-builder's bill *for making ſcreens for the Officers' cabins*, and rudder coats. There is ſtated to have been purchaſed 648 new canvas hammocks, at 13*s.* 4*d.* each; yet we find ſixteen *old hammocks purchaſed* for the uſe of the Boatſwain, at 5*s.* 4*d.* each, when 53 hammocks are ſtated to have *been returned* in lieu, and which appear to have been replaced with others at 13*s.* 4*d. each*, by the accounts.

" In the annexed Statement, (No. 13,) made by the Officers of Portſmouth yard on minutely examining the Boatſwain's expence-book, (which correſponds with the counterpart delivered by the Captain,) various articles of ſtores TO A VERY LARGE AMOUNT are *ſaid to have been expended* IN THE MOST EXTRAORDINARY MANNER, and not noticed in the log; to which *we requeſt their Lordſhips' particular attention*, more eſpecially to the items of expenditure on the following days, with the remarks made thereon by the Portſmouth Officers, and to the circumſtances connected therewith, as ſtated in the log, and in the Captain's and Lieutenant's journals, viz.

16th July, 1800,
15th September, ——
24th September, ——
10th November, ——
18th January, 1801,
29th March, ——
4th May, ——
12th July, ——
25th July, ——
24th Auguſt, —— and
22d September, ——

In addition to the above we have to notice, that by the log on the 11th Auguſt, 1801, ' it is ſtated, ' that,

'that, in heaving up the beſt bower, at five A. M. 'carried away the meſſenger and all the ſtoppers, 'and *upſet the bitts*, *cut the cable* IN THE SPLICE, '*at ſix A. M.*'

"The Boatſwain expends this cable on the 12th, ſtating it to have been PARTED; in conſequence of which we have called on the Carpenter to ſtate *how the accident happened* to the bitts, *what damage they ſuſtained*, and *where the ſame was made good*; but have not been able to gain the deſired information, as he repreſents himſelf (No. 5) to have been ill in his cot at the time. We nevertheleſs think it proper to remark, that there is no expence of ſtores of any kind made by the Carpenter on account of repairing the bitts; nor do they appear to have been repaired by the log; neither does it appear to have been done by the Merchant-builder at Calcutta. We have been equally unſucceſsful in gaining any explanation on this ſubject from the Boatſwain; who, however, on being called upon to ſtate *what became of the remainder of the cable* which his expence-book ſaid was 'PARTED,' and the log 'CUT IN THE SPLICE,' has declared (No. 6), (notwithſtanding he had previouſly depoſed on oath, at Chatham, before Sir William Rule and Commiſſioner Hope, *that he knew of no improper expenditure of ſtores*), that the remainder was USED FOR CAULKING THE SHIP;* and that Mr. Davis, the Firſt Lieutenant, *hindered him* from taking a receipt for it from Meſſrs. Hudſon and Co. the Ship-builders, ALLEDGING THAT IT WAS ALL EXPENDED. And here it is proper to observe, that *the anchor expended* is of 50 cwt. 1 qr. and that, by Sheerness Officer's

* In Hudſon and Bacon's bill there is a charge of 249 rupees for oakum, to which is *modeſtly* added 20 per cent. AS THEIR PROFIT ON THE PRIME COST!!!

Officer's report, it appears ſhe had *only one* anchor of 50 cwt. on board when ſhe ſailed for India, *which was afterwards returned at Chatham*; and it no where appears that any anchor of that weight was purchaſed, nor that the one ſaid to be loſt was recovered!!

"Mr. Louis has tranſmitted accounts of ſales by public auction, Nos. 14 and 15, herewith forwarded, of various ſtores ſent on ſhore to him from the Romney. In theſe accounts there is no mention of the two anchors of 28 and 27 cwt. ſaid to have been returned at Calcutta. Although no receipt is produced from Mr. Louis for theſe anchors, for the reaſon ſtated in Sir Home Popham's Certificate, viz. his *being abſent from Calcutta when they were ſent on ſhore*, we judge it *neceſſary* to write to Mr. Louis *to enquire after them.*

"On examining Meſſrs. Hudſon and Co.'s bills for the repairs of the ſhip, we find *a charge made for oakum* for caulking, notwithſtanding the large quantities of old cables and cordage, ſent out of the ſhip *.

"The Boatſwain, on being further interrogated, if *any ſimilar tranſactions* with reſpect to the expenditure of any other deſcription of ſtores had taken place, has anſwered (No. 7), that *he had not attended any returns of ſtores*, nor does *he know* in what manner *the new ones were purchaſed*, AS THE NOTES ALWAYS CAME TO THE FIRST LIEUTENANT.

"We cannot help noticing, in this part of the examination, that it appears in the Portſmouth

 Officer's

* And they might have added, *without running much riſk of being ſuppoſed to have acted under the influence of* 'THE REIGN OF TERROR,' *the remains of the bower-cable, which were delivered to Hudſon and Bacon by the direction of the Firſt-Lieutenant Mr. Davis.*

Officer's remarks on 26th May, 1801, (No. 13), there was expended between the period of her outfit, viz. *from 8th Dec.* 1800, *to 25th May*, 1801, an exceſs of the ſtores therein particularized, MORE *than a proportion for twelve months*, as ſtated in No. 8*, and the Boatſwain appears to have expended, before he received any ſupply of theſe articles, MORE THAN WERE ON HIS CHARGE, as ſtated in No. 9†.

" The Officers of Chatham-yard having noticed the very great quantity of rope expended on account of seizing, tailing, and ſtrapping, we have subjoined an account thereof (No. 10), which, *in the ſpace of* 14 *months*, has amounted to NO LESS THAN THREE THOUSAND SIX HUNDRED fathoms of various ſizes; nevertheleſs, *if the whole of these* ENORMOUS *and* EXTRAORDINARY *expences are allowed*, there will remain a debt for ſtores, on a ſtatement made by the Boatſwain's account, between *8th July*, 1800, and *8th February*, 1802, of no leſs a ſum than FIVE THOUSAND SEVEN HUNDRED AND FORTY-TWO POUNDS EIGHT SHILLINGS AND FOURPENCE, of which the Boatſwain can give no further account; but he has produced IN HIS JUSTIFICATION a *certificate of his character from Sir Home Popham*, (No. 11)‡.

" We

No. 8.*	Canvas	469 yards.
	Rope	1,520 fathoms.
	Twine	17 pounds.
	Tallow	100 ———
	Junk	29 cwt.
	Laſhing	700 fathoms.
No. 9†	Canvas	276 yards.
	Rope	690 fathoms of various ſizes.
	Junk	4 cwt.

‡ ' THAT HE HAD DISCHARGED HIS DUTY AS BECOMING ' A WORTHY GOOD OFFICER!!!' The certificate is dated the 2d of June, 1803; the examination by Sir Wm. Rule, &c. at Chatham, took place on the 18th of May preceding.

"We are unable to form any opinion *as to the propriety of the prices* charged for the articles ſupplied, not having the means of learning their value, excepting ſuch articles as appear in Mr. Louis's Accounts of Sales of the Stores returned from the Romney, Nos. 14 and 15, wherein it appears, that EIGHTY-FIVE hammocks are ſold for *two rupees and one anana*, whilſt, in Mr. Louis's bill, old hammocks are charged at *two rupees* EACH! In Mr. Louis's bill, junk is charged at 28 *rupees the cwt.* whilſt, for three cables returned from the ſhip, credit is given for an average of *ten rupees and ten ananas only* the cwt.; old canvas is charged at 8 ananas, or 16d. PER YARD, whilſt by Mr. Louis's account, the ſails returned from the Romney were ſold for LESS than THREE FARTHINGS *per yard*, and excepting alſo the price of the vinegar, which we are informed by the Commiſſioners for Victualling is furniſhed by their Contractors to the ſhips in want thereof at Calcutta for £.38. 5*s.* 5*d.* per ton, whilſt the charge for two tons of Vinegar, purchaſed for the Romney, is ONE HUNDRED AND SIXTY-SEVEN POUNDS EIGHT SHILLINGS. It appears, likewiſe, that a charge of £.1575 is made by Meſſrs. Hudſon and Bacon for the hire of a brig and three ſloops, and for budgrow and boat hire for the reception of ſtores, and the accommodation of workmen, while the ſhip was refitting, for tranſporting guns, anchors, ſhot, ſick people, officers, and men on duty, condemned ſtores, entered men and deſerters, to and from Diamond Harbour, and for two boats, of the propriety of which we have no means of judging, further than that it appears in the account for the repairs of the Eaſt-India Company's ſhips that there is likewiſe a very heavy charge for ſloop and boat hire, which has been

allowed by the Marine Board. In addition to what has been before ſtated, we beg leave to obſerve, that we find the articles now in ſtore, which were returned at Chatham (No. 12), *do not correſpond with the dimenſions or ſize* charged in Meſſrs. Hudſon and Bacon's bills; and we muſt alſo notice, that the demands for the Boatſwain's and Carpenter's ſtores for the Romney, are dated 1st October, 1801, and *every article* therein contained is inſerted in the Boatſwain and Carpenter's Supply Books, and the Captain's counterparts thereof, notwithſtanding it appears by the log, 12th November, 1801, that ſtores were *returned*, not being able to ſtow them, none of which have, however, been taken out of the Boatſwain's and Carpenter's receipts, nor the value deducted from Messrs. Hudſon and Bacon's bills, in which are retained *every article inſerted in the demands*, and what appears *not leſs extraordinary*, are the demands for ſundry ſtores for the Boatſwain and Carpenter, vouchers Nos. 5 and 9, ſigned by the *Captain*,* *Maſter*, *Boatſwain*, and *Carpenter*, (ſubſequent to the return of ſtores above alluded to) for which the Boatſwain and Carpenter have given receipts annexed to the ſaid vouchers, *dated 3d December*, whilſt *the Bills* for the amount thereof, *in which they are all particularized*, are dated *10th November*, twenty-four days BEFORE THE DEMANDS WERE MADE FOR THEM, and to which bills are attached the ſame ſort of certificates from the merchants, as are found to the other bills, reſpecting their having been purchaſed at the market price, *none of which ſtores* are noticed as having been received on board, *either by the log-book*, or *journals*, nor has the Boatſwain *debited himſelf with the European Cable therein charged at five hundred*

* SIR HOME POPHAM.

hundred and ninety two pounds eight shillings, NOR IS *the receipt thereof noticed*, in either HIS, or THE CAPTAIN'S SUPPLY BOOK. With reſpect to the repair of the ſaid ſhip, and that of the boats, it will appear by the account of the Chatham Officers, herewith ſent, marked (A. No. 5, A. No. 18 *.)

SEN.

REPAIRS OF THE ROMNEY.

	Workmanſhip.	*Materials.*	*Total.*
	£. s. d.	£. s. d.	£. s. d.
* Value in this country, as reported by the Officers of Chatham Dock-yard . .	514 16 3	1,136 0 11	1,650 17 2
For which is charged { Workmanſhip - £.1,565 17 6 / Hire of veſſels, / floating-ſtages, &c. 1,827 7 6 }	3,393 5 0	4,425 5 0	7,818 10 •
To which add 20 per cent. charged by the Ship-builder			1,563 14 •
And 5 per cent. on both ſums charged by the Naval Officer . . .			469 2 •
			£.9,851 6 •

Only *nine thouſand eight hundred and fifty-one pounds ſix ſhillings!* Only ſeven thouſand eight hundred and eighteen pounds ten ſhillings, inſtead of one thouſand ſix hundred and fifty pounds ſeventeen ſhillings and two pence, beſides the per centages!

It is notorious that the price of ſhip-building, both as to workmanſhip and materials (including the materials produced in the Country, and what are imported from Europe, at an average price) is as *cheap at Calcutta* as in England.

SENSIBLE.

" The bills for the purchaſe of the ſtores for refitting, preſent uſe, in lieu, and ſea ſtore for this ſhip, have alſo been referred to Deptford Officers to report their opinion thereon, and to ſtate wherein the quantities of the reſpective articles have exceeded the proper proportion for the ſeveral purpoſes for which they were demanded, and by their report it appears as follows, viz.

" The rope, &c. expended in the outfit, *exceed* the allowed proportion for a 32 gun ſhip, the quantities ſtated in account No. 1*.

" The *exceſs* in her ſails, as well in the eſtabliſhed number as in the quantity of canvas for making them, as ſtated in No. 2†.

" The ſeveral coils of rope and articles of Boatſwain's ſtores *exceed* a proportion for twelve months foreign ſervice, notwithſtanding the order from Sir Home Popham, directs only ſix months ſtores to be taken on board, as ſtated in No. 3‡.

" And the ſeveral articles of Carpenter's ſtores *exceed a proportion for twelve months*, as ſtated in No. 4§.

" In addition to which the Officers have remarked, that it appears to them extraordinary that all her bower anchors, as well as five cables, ſhould have been exchanged at one time; which is, however, explained by Captain Sauſe, (No. 5,) but it does not appear whether any of theſe anchors

* Value 13,779 rupees, or £.1,837 4*s.*
† Value 5610 rupees, or £.748
‡ Value 4390 rupees, or £.585 6*s.* 8*d.*
§ Value 5255 rupees, or £.700 13*s.* 4*d.*

anchors were received by the acting naval officer, no account having been yet received from him with respect to them.

" With respect to the demands made by Captain Sause on the acting naval officer for stores, we have to observe, that the Sensible, when she sailed from the Downs, on 28th November, 1800, was completed to a 32 gun ship's proportion of stores *for foreign service*, and received at the Cape of Good Hope, in February, 1801, the Boatswain and Carpenter's stores stated in No. 6 *.

" On examining the papers received from Captain Sause, and the account of stores purchased at Calcutta, we have been forcibly struck with the following circumstances, *in addition to what has been pointed out by Deptford Officers:* notwithstanding the ship was completely refitted in every article of standing and running rigging, and supplied with five cables, and consequently, the cables and rigging which were enumerated in the account of sales, No. 13, and 14 †, remained for

 conver-

* Canvas . . . 622 yards.
Rope . . . 1,400 fathoms.
Main-top-sail . . 1
——— Gallant-stay-sail 1
Middle-stay-sail . . 1
Fore-top mast . 1
Main-top-gallant-mast . 1
And a variety of other articles.

† Among other items therein stated to have been sold, were four cables, viz.

Fathoms.		*inches.*	*cwt.*	*qrs.*	*lbs.*	
1 of 81	of	17½	39	3	5	which averaged under ten rupees per cwt.
1 100		10½	16	1	10	
1 100		16½	45	1	20	
1 100		17½	47	3	17	

Also 41 lots of standing and running rigging.

By these accounts of sales, it moreover appears, that, as well as her sails and rigging, the guns also were sold, as follows:—

iron

converſion before they were ſent to Mr. Louis; there is ſtated to *have been purchaſed* THIRTY HUNDRED WEIGHT OF JUNK for the Boatſwain, TWO HUNDRED WEIGHT OF JUNK, and TWO HUNDRED WEIGHT OF OAKUM, for the Carpenter, ONE HUNDRED AND TWENTY-ONE COILS OF SPUN YARN, and SIX HUNDRED FATHOMS OF OLD ROPE, as ſtated in No. 7*.

" Independently of which it appears, the ſails were purchaſed complete with *points* and *robins*, and a *price paid for them accordingly*; notwithſtanding there was purchaſed for her *more* than the extra portion of ſails allowed for the Eaſt India ſtation (as ſtated in No. 2), and conſequently *all* her old ſails remained to be diſpoſed of, as appears by Mr. Louis's account of the ſale thereof, after they were ſent to him, Nos. 13 and 14†, we find 18 BOLTS OF NEW COUNTRY CANVAS *were purchaſed* FOR PARCELLING THE RIGGING, and *new European canvas*, for making 480 *hammocks*, 11 *hammock-cloths*, 11 *cots*, *a complete ſuit of awnings* for the ſhip, with curtains, 6 *awnings* and *five coverings* for *boats*; *fore*, *main*, *and mizen wind ſails*, BAG FOR COLOURS, and A SMOKE SAIL, as well as 30 *yards* of HALF WORN CANVAS for the Carpenter, and 40 *yards of* OLD CANVAS for the Boatſwain, as ſtated in No. 7, the total

iron guns, with carriages, 16 nine-pounders, weighing each about 27 cwt. at 100 rupees *each*, or £13. 6*s*. 8*d*. for each gun and carriage; and 4 ſix-pounders for 100 rupees each; at the ſame time, 50 tons of iron ballaſt *were purchaſed* for her, *at* 100 *rupees per ton*, and *the carriages alone* for 28 twelve-pounders, taken on board *in lieu*, are charged at 120 rupees each, being 20 rupees MORE than *the nine-pounders were ſold for*, *with their carriages*, *&c.*

* Value 8,858 rupees, or £.1,181 1*s*. 4*d*.

† By theſe accounts of ſales it appears, that FOURTEEN lots of ſails were ſold at leſs than a penny per yard.

total amount of all theſe accounts, is ſtated in No. 8*.

" We are unable to form any opinion as to the propriety of the prices charged for the articles ſupplied, *not having the means of learning their value*, excepting ſuch articles as appear in Mr. Louis's account of ſales, Nos. 13 and 14, wherein it appears, that EIGHTY-FOUR OLD HAMMOCKS were ſold for *one rupee and twelve ananas*. In Mr. Louis's bill, junk ſupplied the Senſible is charged at 20 rupees the cwt., whilſt the cables which were returned from her were ſold for LESS THAN HALF THAT SUM; and in Mr. Louis's bill, old canvas is charged at eight ananas, or 16*d.* per yard, whilſt the Senſible's ſails which were ſent to him appear to have been ſold for LESS THAN A PENNY PER YARD; and excepting alſo the price of vinegar, which we are informed by the Commiſſioners of the Victualling is furniſhed by their Contractor to the ſhips in want thereof at Calcutta at *thirty-eight pounds five ſhillings and five pence* per ton, whilſt the charge of one tun of vinegar (excluſive of the caſk), in Mr. Louis's account, is no leſs than EIGHTY THREE POUNDS FOURTEN SHILLINGS. Meſſrs. Hudſon and Bacon's charge for ſloop and boat-hire for this ſhip, *is on the ſame ſcale* as that of the Romney, and ſubject, of courſe, to a similar remark. To the above obſervations

		Sicca Rupees.	*Anas.*	*Pice.*
* No.	1	13,779	14	9
	2	5,610	10	0
	3	4,390	10	0
	5	5,255	6	0
	7	8,858	0	0
Total		37,894	8	9
Or ſterling		£.5,052	12*s.*	1½*d.*

ſervations we have only to add, that *the order from Sir Home Popham* to Captain Sauſe, (No. 9,) for the repair and equipment of the ſhip*, ſtates it to have been undertaken *in conſequence of* 'the re-'port of the Builder, No. 10, reſpecting *the wor-'thineſs of the Senſible to be repaired* and *new cop-'pered*, from *the opinion of Mr. Stoddart*, the 'Naval Architect, then at Calcutta, that *ſhe had* 'the fineſt bottom he ever ſaw, and *his*, (SIR HOME 'POPHAM'S) *own judgment*, AFTER A MINUTE 'EXAMINATION OF HER TIMBERS IN DOCK;' whilſt by Capt. Sauſe's letter, No. 11, and the Builder's letter therein mentioned† (No. 12), it appears that the alteration in her eſtabliſhment was *not only determined on*, BEFORE *that examination took place*, but that *the maſts* and *yards*, and *two ſuits of ſails*, were *actually completed for her*, BY ORDER OF SIR HOME POPHAM, *as a 32-gun ſhip*, BEFORE SHE HAD ARRIVED AT CALCUTTA!!!

"Meſſrs. Hudſon and Bacon have charged a commiſſion of 20*l.* per cent. on the ſum of 173,580 rupees, or 21,697*l.* 10*s.* the amount of their bill for repairs, &c. of the two ſhips; and Mr. Louis has charged a commiſſion of 5*l.* per cent. on the amount of all his diſburſements. The former appeared to us, on the firſt view of it, to be a moſt extravagant charge; but we deem it proper to obſerve, that

* The order to Captain Sauſe is dated *the 11th of October*, 1801, the ſurvey having been held the preceding day.

† "Robert Sauſe, Eſq. Commanding H. M. S. Senſible:

"SIR,

"We beg to inform you that, *agreeable to Sir Home Popham's orders*, PRIOR TO YOUR ARRIVAL, we have completed a ſet of *maſts, yards, and two ſuits* of *ſails*, to the dimenſions of a 32 GUN SHIP.

"We are, Sir,

"Your moſt obedient Servants,

Calcutta, Sept. 1802. "HUDSON, BACON, and Co.

that, by accounts which have been furniſhed us by the Eaſt-India Company, it appears that it is the uſual charge made by Merchant Ship-builders in Calcutta, for ſimilar repairs and ſupplies to the Company's or private ſhips; and that it is approved by the Marine Board at Calcutta. With reſpect to Mr. Louis's charge of 5*l.* per cent. for his commiſſion, as he received no ſalary or other allowance for his ſervices, but appears to be a merchant, reſident at Calcutta, we do not conſider this charge to be unreaſonable. At the ſame time it does not appear to us, as Meſſrs. Hudſon and Co. were the perſons who furniſhed the ſtores and performed the repairs, why the bills for their payment might not have been drawn by the reſpective Captains, without the intervention of an agent, had it not been that Admiral Rainier had appointed Mr. Louis to act as naval officer.

" The obſervations which occur to us on Mr. Louis's Caſh Account, from the beſt examination we have hitherto been able to make of it, the vouchers to which are in general very regular, are as follows, (viz.)

" Proper vouchers from the ſigning Officers of the Slops purchaſed, having been received on board, are produced. Mr. Louis has been directed to ſend the receipts for the money paid, which he has omitted to do. Slop clothes and bedding.

" Bills of particulars, with receipts thereto, and certificates from two perſons that the prices therein charged were the current prices of the place, and produced agreeably to regulation, excepting for ſtationary, for which bills of particular, with receipts, are produced. Repairs, with ſtores and materials ſupplied. Stores and ſtationary; boats, and repairing boats.

" Some certificates are produced; the ſervice appears generally to have been performed by the Pilotage.

Company's

Company's eſtabliſhed ſervants for that purpoſe, and the receipts are all ſigned by C. Lane, Acting Marine Paymaſter. Theſe ſervices appear to have been performed by perſons belonging to the Company; ſome certificates are produced; the bills are ſigned by Cuthbert Thornhill, Maſter-Attendant, or by G. French, Aſſiſtant Deputy-Maſter Attendant, with receipt from C. Law, Acting Marine Paymaſter.

Moorings, hire of ten boats, ſhip-keepers, &c.

Bounty.

" Liſts of the perſons entitled to the ſame, with certificates from the Signing Officer.

Boarding and victualling of volunteers.

" Theſe men appear to have been lodged and victualled at the Marine Hoſpital, at the rate of one and a half rupees per day; liſts containing the names of the men, with the time of their entry and diſcharge; alſo the certificates from the Officers of the Romney, that they were provided with board and lodging, and a receipt from the Agent of the Sick and Wounded at Calcutta for the amount, are produced.

" We deem it neceſſary to ſtate further to their Lordſhips, that the Report has been formed from the documents in office, without our having called on Sir Home Popham, agreeably to our uſual mode, for an explanation on any of the circumſtances referred to therein, conceiving it to have been their Lordſhips' intention that we ſhould proceed in this manner.

" We are, Sir,

" Your very humble ſervants,

(Signed) " A. S. HAMMOND.
" H. DUNCAN.
" J. HENSLOW.
" WM. RULE.
" H. HARMOOD.
" S. GAMBIER.
" F. J. HARTWELL.
" O. MARKHAM."

After having read this Report, it is ſuppoſed there are few men who will not be able to anſwer the queſtions which Sir Home Popham had the temerity to put to the late Firſt Lord of the Admiralty, whilſt the inveſtigation was pending;* and, perhaps, there are few men who will not aſk, why Sir Home has not been brought to a ſevere account for the ſcandalous tranſactions developed in this Report. That ſuch a reparation to the public awaited him is well known, and that it was only delayed until the Navy Board ſhould have made their report on his ſubſequent expenditure in the Red Sea; and the Commiſſioners of Enquiry had carefully and minutely inveſtigated the circumſtances of theſe extraordinary charges upon the public.

We muſt repeat what we have before obſerved, that this Pamphlet would have been treated with ſilent contempt, had it not been one of the many means by which the character, zeal, and energy of the late Admiralty Board were *ſecretly traduced* and *miſrepreſented*. Sir Home may boaſt of having had *this* ſhare in the honourable employment; and, is now, in ſpite of the *fuſty Report of the Navy Board*, become a Privy Counſellor, and diſtinguiſhed leader in the tiny war of *catamarans* and *fire-works*; and has ſucceeded Sir Sidney Smith in the command of the

* Did he ever appear to make any wanton or unneceſſary expenditure of ſtores?

Did he ever appear to make any repairs, at any one time, that were not abſolutely neceſſary?

Did he ever hear, ſee, or underſtand, that any one act of his, either in the interior diſcipline of the ſhip he commanded, or in his general conduct, as Commanding Officer of the Red Sea, was in the moſt trifling degree impeachable?

the Antelope, no doubt, with a view of having the Boulogne blockading ſquadron under his orders.

LONDON,
24*th November*, 1804.

P. S.—Since theſe ſheets have been in the preſs, it has been reported, that the accounts of Mr. Spearman, the Acting Naval Officer, for all the purchaſes therein ſtated to have been made for the ſhips in the Red Sea, have been paſſed by the Navy Board, which, if true, will no doubt be conſidered as *a gracious ſet-off* to the former Report, when it is remembered, that Sir Home has admitted himſelf to be, in a certain degree, reſponſible for Mr. Spearman's acts, from having given him the appointment; and it is known, that ſo far from Mr. Spearman having *purchaſed*, he *never ſaw* ONE OF THE STORES enumerated in ſome of the *formerly rejected* vouchers, which, in fact, were deficient of the proofs to ſtamp their authenticity, *or the neceſſity of the purchaſes* *, that are *indiſpenſable*, to draw ſupplies of ſtores from *even the King's yards*, where there is a reſident Commiſſioner of the Navy; however, it muſt be confeſſed, that this accommodation forms a very *picturesque* contraſt with the *ungracious* and *uncon-*

* The approbation of the Officer commanding the ſquadron.

unconſtitutional conduct of the *late* Board of Admiralty, in directing that theſe expenditures ſhould be minutely inveſtigated.

Extracts

Time when.	Stores expended, as per Boatswain's Expence Book.	By whose orders.
1800.		
Aug. 16	Blown away in a squall, by the boom's being carried away, } Studding-sail, fore, one in number.	By order of the Captain
	Ditto, at the same time by the boom and haulyards breaking } Studding-sail, fore-top, one in number.	
Sept. 15	Blown away in a squall, by the boom's breaking: Fore-studding-sail, one in number Main ditto . . one Fore-top ditto . one Main-top ditto . one	Ditto
24	Blown away in squall, by the boom's breaking: Main-top-mast-studding-sail, one in number	Ditto

REMARKS.

15th August, by the log, blew away one signal-flag, No. 4, not noticed or expended in the Boatswain's expence book.

" The log says, on the 14th, at 12 h. 5 m. P. M. set the lower, top-mast, and top-gallant studding-sails; out all reefs, carried away the fore, and fore top-mast studding-sail, by the boom's breaking. Lieut. Henry Davis's journal does not mention any thing of the above accident."—*Portsmouth Officers.*

" *The Carpenter expends a jib-boom on this day, springs the fore-top-gallant-mast, and carries away one studding-sail-boom, and three studding-sail-yards. The Captain's journal does not mention any accident whatever having happened on this day.*"—Navy Board.

" We beg to remark, that the log, on the 16th of August, between 12 and 4 P. M. ' blowed away the main-top-gallant royal, by the pole breaking, and at 5 P. M. carried away the fore and mizen royals, by the poles breaking; it blowing fresh, was obliged to cut away the wreck.' Lieutenant Davis's journal does not notice these circumstances, nor does the Boatswain make any expence on the above accidents. On the same day the log blows away a red ensign, which is not noticed in the Boatswain's expence."—*Portsmouth Officers.*

" *The Captain's Journal does not mention the loss of any article of stores whatever, or any accident; it states the weather to be light airs and hazy. At 8. 45. P. M. up anchor and made sail up the Cattegat; made and shortened sail occasionally, got down top-gallant-yards; at 8. 45. saw the Anholt Light.*"—Navy Board.

" By THE LOG it appears to be *fine weather*, and the ship *on a wind.*"—*Portsmouth Officers.*

" *But the* Carpenter *expends* two *top-masts studding-sail-yards, blown away only, and says nothing of* booms. *The Captain's journal does not mention* any accident whatever, *the ship at anchor in Yarmouth Roads,* light breezes *and* clear, *weighed at 5 P. M. of the 16th, made sail, and* tacked occasionally."—Navy Board.

" We observe the ship is *on a wind*, and *tacking occasionally.*"—*Portsmouth Officers.*

" *The Carpenter expends two lower studding-sail-*yards *blown away with the sails, but says nothing of* booms. *He, however, returns four booms, (perhaps the heels) at Sheerness, 8th October. The Sheerness Officers report, that the booms returned were two top-mast and two top-gallant studding-sail booms.*"—Navy Board.

Time when.	Stores expended, as per Boatswain's Expence Book.			By whose orders.
1800.				
Nov. 10	In a gale, cut away the main and mizen-masts, lost overboard in clearing the wreck:			By order of the Captain
	Hammocks, . .	100 in number		
	Tar, ...	4 barrels		
	Scrapers . . .	72 in number		
1801.	Lost by the fore-top-mast and main-top-gallant-mast being carried away:			Ditto
Jan. 16	Fore-top-sail, one in number.			
17	————gallant-sail, one.			
	————gallant-royal, one.			
	Main-top-gallant-sail, one.			
	————gallant-royal, one.			
	Reeved new main and fore-top-gallant clew-lines, rope .	*inch.* 2	*fath.* 128	Ditto
	Fore and main-top-gallant braces, ditto	2	140	Ditto
	Fore and main-top-gallant-royal stay, and back-stay, do.	1½	146	Ditto
	Fore and main royal sheets .	1½	108	Ditto
	Signal haulyards	1	300	Ditto
	Foretop-sail-clew-lines, ditto	3	76	Ditto
	To reefing new fore-top-sail bunt-lines, ditto . . .	2¾	56	Ditto
	Outer jib haul-yards, ditto .	2¼	60	Ditto
	Fore and main-top-gallant-royal haul-yards, ditto .	2½	108	Ditto
	Top-burton falls, ditto . .	2	50	Ditto
	Lanyards for topmast rigging, do.	3	50	Ditto
	Cut and lost clearing the wreck, rope, white, ditto .	1¼	360	Ditto

REMARKS.

" We *suppose* the hundred hammocks said to be lost had the people's bedding in them, and *should have been mentioned in the log*; and we think it *very strange*, that four barrels of *tar* and 72 *scrapers* should be thrown overboard TO CLEAR THE WRECK, *as well as the three compasses.*"—Portsmouth Officers.

" *The* Carpenter *does not expend gangway or quarter-deck stanchions for hammocks, but throws overboard* 4 barrels of pitch; *he also loses* 4 *davits from the quarters* with the boats, *but the boatswain* does not expend any boat. *The Captain's journal states two cutters to have been lost off the quarters. By the Captain's, as well as Lieut. Davis's journals, it appears, that the top-gallant masts* WERE GOT DOWN ON THE BOOMS, A. M. of the 9th, *the defects delivered at Sheerness, state the* fore, main *and* mizen-top-gallant-masts, top-gallant and royal yards, as having been lost with the other wreck."—*Navy Board.*

" On the 18th, at 7 h. 45 m. the log carries away the fore-top-mast, fore and main-top-gallant-masts, and loses all the sails, the Boatswain expends, on the 16th, except the main-top-gallant sail; the log does not mention any rigging being lost or cut in clearing the wreck. We observe the Boatswain makes a distinction in the expending of rope, by reeving, *eight hundred and ninety-eight* fathoms, by order of the Captain; 324 fathoms are expended by not any person's order, and the remainder, with the blocks, cut and lost in clearing the wreck. We beg leave to remark, that we consider it *very fortunate* sundry articles *being saved*, when compared with those *said to be lost.*"—*Portsmouth Officers.*

" *The Carpenter expends the fore-top-mast, &c. on the 18th, on which day it is also mentioned in the Captain's journal.*"—Navy Board.

Time when.	Stores expended, as per Boatswain's Expence Book.	By whose Orders.
1801.		
Jan. 16	Ditto signal blocks, with brass shivers,	By order
17	4-inch, 8 in number.	of the
	Ditto fore-top-sail braces, of 3-inch, 82 fathoms.	Captain
	Used throat and end seizings top-mast, rigging, 1-inch, 100 fathoms.	
	Lost of sorts, blocks, double, 12 in number.	
	Ditto, single, 40	
March 29	Lost, taking the Sensible in tow:	Ditto
	Hawser, . 9 inches, 50 fathoms	
May 4	Cut and converted into nippers and swabs:	Ditto
	Hawser, . 9 inches, 30 fathoms	
July 25	Blown away in a squall, by carrying away the boom:	Ditto
	Top-mast studding-sail, ... one in number	
	Lower ditto . . one	

REMARKS.

"By log, the Sensible was taken in tow at 9 A.M. and *cast off* at 2. 30. A.M.; during 17½ hours in tow it was FINE WEATHER, and the ship *never exceeded three miles per hour.* Not any mention made of the loss of the tow-rope *in the log*, and we suppose this to be part of the *lower shroud hawser*, being allowed not any other hawser of that size."—*Portsmouth Officers.*

"*The Captain's Journal also states the Sensible to have been taken in tow at 9 A.M. of the 29th, and* cast off *at* 2. 30. *A.M. of the 30th.* WEATHER, MODERATE BREEZES."—Navy Board.

" This must be part of the *lower shroud hawser.*"—*Portsmouth Officers.*

" *Of which the other part is stated to have been lost on 29th March.*"—Navy Board.

" On the same morning at 2 A. M. the wind shifted from West to S. E. at 3 to South, the course steered E. N. E. *down studding-sails*, set jib, spanker, and main sail at ½ past 5; altered the course to E. N. E. and then East, *set the fore-top-mast-studding-sail*; at 7 *took in* the top-gallant-sails, AND FORE-TOP-MAST-STUDDING-SAIL; 8, strong gales; at 11 in 3d reef top-sails; at noon strong gales; at 1 P. M. course E. b. S. wind S. S. W. close reefed the top-sails; and at 3 struck top-gallant-masts. The Log is as particular this day as any we have examined, *in taking in sail, shifting of winds*, and *altering of the course* as far as 3 P. M. and then is inserted, and which *evidently has been written at some other period, and by different ink*, viz. carried away fore lower (then the log is erased T. M.) steering-sails, with their yards, &c. Lieutenant Davis's Journal does not notice any thing of this transaction, but of the day's log *he* is *particular* as above. *If these sails were made*, the canvas expended is a surplus of 241 yards *more* than allowed, a proportion for

Time when.	Stores expended, as per Boatswain's Expence Book.	By whose orders.
1801.		By order of the Captain
Aug. 24	Lost by accident, by a coir cable parting: Coir cable, 20 inches, 8 fathoms Anchor of 28 cwt. one in number Nun buoy, . . one Buoy rope, 6½ 24 fathoms	Ditto
Sept. 22	Lost, in getting the ship to her moorings: Kedge anchor, . one in number Hawser, 7 inches, one Cut per Captain's order for buoy rope: Hawser, 6 inches, one	Ditto

the two studding-sails, and rope of 2½-inch, 5 fathoms more."—*Portsmouth Officers.*

"*The Captain's Journal states the weather to be strong gales, and cloudy; at* 3 *P. M. struck top-gallant-masts; ditto, carried away a fore lower and top-mast-steering-sails, with their yards, &c.; at* 10 *handed the fore and mizen-top-sails, at* 3 *A. M.* down jib and brailed up the spanker, *being split.*"—Navy Board.

" 25th August, by Log, (*and Captain's Journal*—Navy Board") 7 A. M. parted the larboard mooring; at 4 P. M. moored the ship with the best and small bower.

" 27th August, by log, received an European cable of 20 inches; and 2 anchors of 28 cwt. each, *sent the same anchors to the Norge hulk to be puddened.* We beg to observe, that the Boatswain expends an anchor of 28 cwt. *three days* BEFORE *it is received, by the Log, and sent to the Hulk to pudden*; neither can we discover when these anchors of 28 cwt. (said to be received on the 27th), are made use of. 28th, per Log, received an European cable of 20 inches, and an anchor, weighing ( ). September 3d, Log, received a cable, 11 inches, 90 fathoms, for 2 messengers, and an European cable of 20 inches, and 2 anchors of 35 cwt. each."—*Portsmouth Officers.*

" Not any mention made in the Log of using the kedge anchor, and 7-inch hawser.—*Portsmouth Officers.*

"*Nor in the Captain's Journal; on the contrary, it appears, that the ship was moored with* 5 *anchors; on the* 19*th and* 20*th, weather inclinable to calms; on the* 22*d fresh breezes, employed getting up and rigging the main-top-mast.*"—Navy Board.

APPENDIX.

Particulars of Repairs done to H. M. Ship ROMNEY, *Capt. Sir Home Popham, K. B. in the River Hoogbly, per Bill.*

EXTERIOR.

Great part of the wales and top ſides ſhifted, being much decayed, and part of the bulwark. Two ſtrakes of copper ſtripped off below the wales, to caulk, as the ſhip had been ſo leaky; and alſo the wooden ends forward and aft down to light water mark, and the iron work ſhifted, being nail ſick; freſh caulked, and coppered again a ſtreak higher, to prevent the worms getting hold of the plank. The head, round houſe, and channel repaired; two new quarter galleries, the old ones being quite rotten, except the lower ſtools.

INTERIOR.

Great part of the quarter, main, and gun-decks ſhifted, and alſo ſeveral parts of the water ways on the main and gun-decks; altering the ſky-light on the quarter deck; new bulwark entirely on the forecaſtle, the old quite uſeleſs; part of the bulwark on the quarter-deck ſhifted.

Two

Two new bitts on the quarter-deck, and mizen-top-ſail ſheet bitts.

Two new fife rails on the forecaſtle; the coamings of hatches raiſed ſix inches higher fore and aft on the gun-deck, and ſeveral new gratings made.

The ſhot-lockers on both decks made new, and the carronade chocks on the main and quarter-decks unbolted, as the lower gun-deck was continually wet from their leaking, and ſearnought and lead put underneath them, and bolted again.

The ſhoots of the deck-ſcuppers made new fore and aft, and ſeveral new large ſcuppers fitted on both ſides.

The ports repaired, and ſeveral new ſcuttles made in them; bulk-head of the great cabin made new; faſhes for the great cabin and gun-room.

Major part of the half-ports repaired, and ſome new ones made; new hawſe bucklers fitted in the manger, and rollers for the meſſenger; new pump and ciſtern; the pump-well and ſhot-lockers repaired; new cants round the riders on the main and gun-decks, and many of the bolts ſhifted.

The ſheep-pen, hen-coops, arm-cheſts, and colour-cheſt repaired. New frames for the cabins in the gun-room, and canvas ſcreens; a new ſick bay, with cradles.

New ſteps on the ſide; repairing table and hog-ſtyes for the cabin and ward-room.

New cheeks to the fore-maſt; main truſſel trees; new cheeks and rollers for the bowſprit; new main, fore, and bowſprit caps, and a new main-top; the fore-yard ſiſhed.

The ſhip caulked all over and painted twice, and white waſhed below, and ſeveral other ſmall jobs.

Theſe are to certify to the Hon. the Principal Officers and Commiſſioners of H. M.'s Navy, that the foregoing particulars of repairs and work done to H. M.'s ſhip Romney, while refitting in the river Hooghly, together with the veſſels and cooly hire, materials, &c. for performing the ſame, were actually furniſhed as herein ſpecified.

(Signed) "HOME POPHAM, Captain.
'D. E. BARTHOLOMEW, Acting Maſter.
'JOHN WHITE, Carpenter."

Amount for materials, &c.	46,959	11	9
Add 20 per cent. commission	9,391	14	1
	56,351	9	10
Deduct for old copper, iron, and lead .	916	8	9
	55,435	1	1
European carpenters, caulkers, sail-makers, and painters, employed from the Company's ships and the Romney	965	6	4
Boat hire, &c.	14,611	12	0
Rupees	71,020	3	5 or £.9,469 7 3

Particulars of Repairs done to H. M. Ship SENSIBLE, *per foregoing Bill.*

EXTERIOR.

A new falſe keel, her bottom freſh nailed throughout; caulked, ſheathed, and coppered, with gulgul between the bottom and ſheathing, and likewiſe between the ſheathing and copper, and three pair of additional pintles and gudgeons.

Part

Part of the wales ſhifted, and alſo the entire ſtrake in which the ſcuttles were, and new ſcuttles cut. Part of the top ſide ſhifted; a new ſet of fore, main, and mizen channels and chain-plates.

A new cut-water, billet-head, rails, and bumkin; netting and waiſt ſtantions all repaired; new hammock-boards for ditto.

A new ſtern and counter, with new galleries and half-ports.

INTERIOR.

The bolts of the riders in the hold ſhifted; new pillars in the hold and lower-deck.

The whole of the lower-deck ſhifted with teak and fir, and a number of new carlines and ledges laid; a ſet of iron ſtandards fitted fore and aft on this deck.

A ſet of new after cable-bitts, and a croſs-bitt pin for the cable bitts; new main-top-ſail ſheet-bitts, and jeer bitts; new ſcuppers fore and aft; a new breaſt hook under the hawſe holes, two round-houſes under the forecaſtle, and the galley tinned.

Several of the quarter-deck and forecaſtle beams ſhifted; new coamings and hatches fore and aft on both decks, as alſo on the quarter-deck. A new ſky-light.

Great part of the quarter deck and forecaſtle ſhifted. The poop and main-decks taken away; new bulwark on the quarter-deck and forecaſtle; new taffrail davits of the ſtern and gun-wales fore and aft.

New ring and eye-bolts for the ports on the gun, quarter-deck, and forecaſtle; alſo new ſtopper bolts. New ſhot-lockers; ſeveral iron knees to the quarter-deck beams; new forked beams abreast the main-maſt on the gun-deck and lower-deck.

One

One new main croſs-tree, and top-maſt croſs-trees; the main-maſt opened and rebuilt, and one of the ſide-trees ſhifted, fiſhed, and checked; one new lower cap, and three top-maſt ditto.

A new bowſprit, and maſts and yards complete, excepting the lower maſts.

New cabin bulk heads, port and ſtern ſaſhes, two new binnacles, and a new ciſtern.

Hatches, gratings, ſtore rooms, cabins, hen-coops, arm-cheſts, ſhip's coppers and tops repaired.

And many other neceſſary external and internal repairs.

"We do hereby certify, that the repairs, as mentioned in this bill, were executed under our inſpection, mentioned in the following particulars of repairs:—

"Rt. Sause, Captain.
"Jas. O'Conner, Maſter.
"Wm. Russell, Carpenter."

Amount of bill for repairs	122,915	13	6
Add 20 per cent. commission	24,583	2	6
	147,499	0	0
Dock hire . . 1550 / Store and boat hire 120	1,670	0	0
	149,169	0	0
Deduct for old copper, lead, iron, &c. &c.	7,735	11	0
	141,433	5	0
European artificers	811	13	0
Hire of veſſels	18,851	8	0
Repair of boats	2,237	4	11
Bill for maſts and yards, and ſhip's furniture	18,520	0	0
Rupees	181,853	14	11

Repairs of the ſhip, &c. £.23,948 17 8
Ditto of the boats . . . 298 6 1

FINIS.

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